



**Rail Enhancement Fund  
Project Application Form**

Internal Use

DRPT Tracking #

Date: 1-31-2008

**A. Name of Applicant (Name and Address)**

Virginia Railway Express (VRE)  
1500 King Street, Suite 202  
Alexandria, VA 22314

**Applicant type:**

- ☒ Passenger Railroad  
☐ Freight Railroad  
☐ Locality  
☐ Business  
☐ Other \_\_\_\_\_

**B. Contact Information:**

Responsible Person/Title: Dale Zehner, Chief Executive Officer

Telephone: (703) 838-5411      Fax: (703) 684-1313      Email: dzehner@vre.org

Project Manager/Title: Christine Hoeffner, Manager of Planning

Telephone: (703) 838-5442      Fax: (703) 838-5442      Email: choeffner@vre.org

**C. Project Title:**

VRE Gainesville-Haymarket Extension: Phase II – Environmental Impact Statement and Preliminary Design

**D. Project Location:** (City/County, Rail line, Railroad Mile Post, attach map)

Prince-William County  
Norfolk Southern B Line, Manassas, VA (MP 1.0) to Haymarket, VA (MP 11.5)

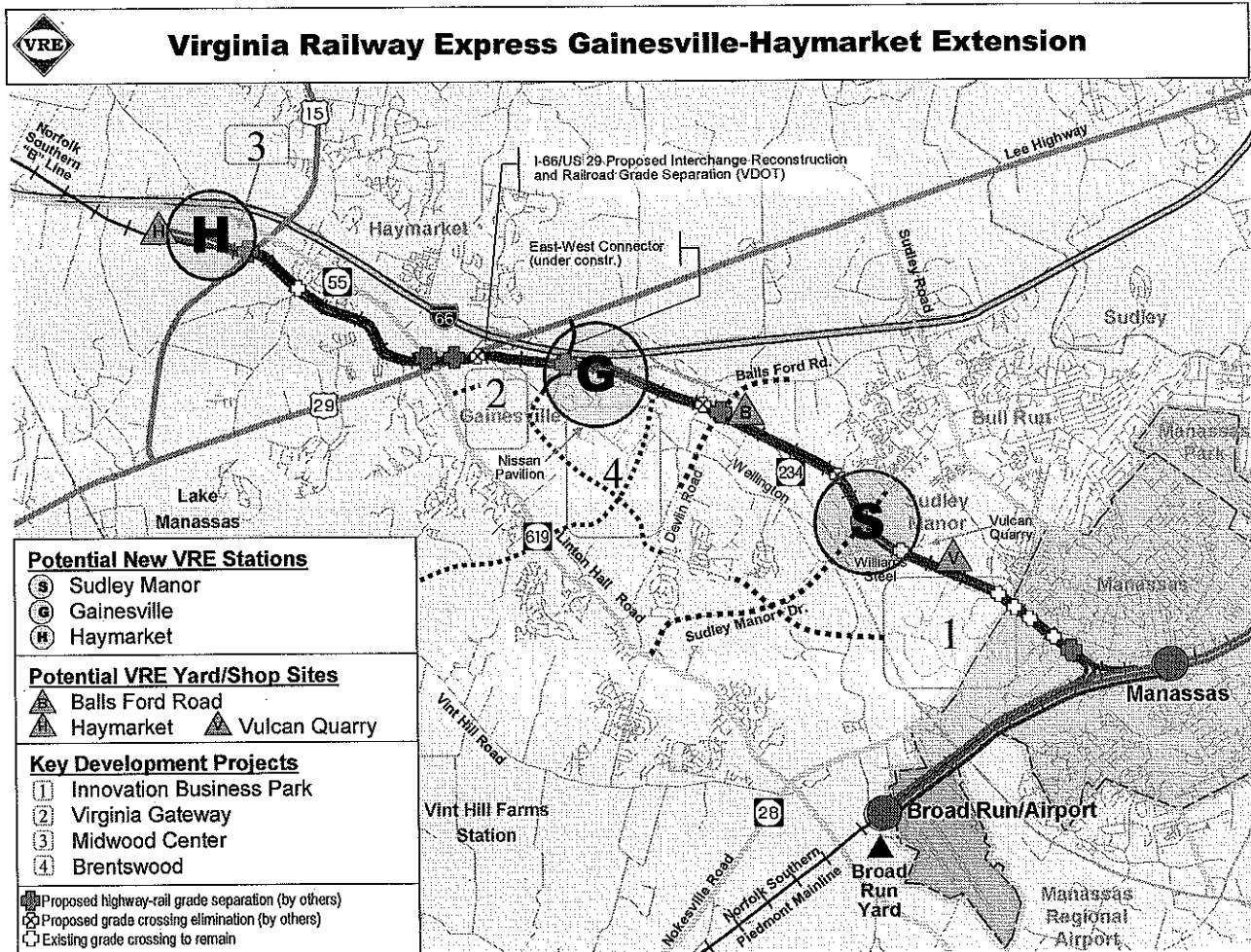
**E. Owner of Property/Right-of-Way/Facility/Personal Property:**

Norfolk Southern Railroad

**F. Responsible Party for Continuous Maintenance of Project:**

Rail Infrastructure - Norfolk Southern Railroad  
Station Infrastructure – VRE/Prince William County

## Project Location



## **G. Project Information:**

### **1) Description of Project:**

The purpose of this project is to extend VRE commuter rail service 11 miles between the City of Manassas and Haymarket, located in Prince William County, Virginia. This extension proposes to use existing railroad right-of-way owned by Norfolk Southern that currently is used exclusively by freight trains. Extensive updating of the rail line and its infrastructure are required to make the line suitable for passenger service.

In 2005, VRE completed an implementation plan for the Gainesville-Haymarket extension at the request of DRPT and the General Assembly. The project will occur in phases, with the first phase being a Major Investment Study (MIS) which has been funded, a contractor selected, and a notice to proceed imminent. This application is for the second phase, preparation of an Environmental Impact Statement and initiation of Preliminary Design.

### **2) Project Objective:**

The objective is to extend commuter rail service from Manassas to Haymarket on the Norfolk Southern "B" line. The objectives of the second phase, environmental and preliminary engineering, is to complete an environmental study and engineering to a 30% level.

### **3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:**

VRE applied for and received \$700,000 in Rail Enhancement Funds for a Gainesville-Haymarket major investment study during the FY 2005-2006 process. A procurement has been completed and a vendor selected and approved by the VRE Operations Board. A notice to proceed is imminent and work is expected to take one year. Application for an Environmental Impact Statement and Preliminary Design is being requested at this time so that the project can move into the next phase uninterrupted.

### **4) Describe the Public Benefit of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A)**

The Gainesville-Haymarket extension is estimated to carry between 3,100 – 5,500 new trips per day in addition to the 14,700 trips currently provided by VRE. This extension would remove approximately 2,800 – 4,600 cars from I-66 each morning and afternoon peak period, therefore reducing congestion and improving air quality.

As an energy efficient mode, VRE also helps to reduce regional air emissions and congestion and is also a critical component of the region's transportation infrastructure for evacuation from the District of Columbia in the event of an emergency.

The extension will also improve freight service in the corridor. It is estimated that Norfolk Southern will be able to accommodate an additional 273,000 annual freight carloads on this

section of track if the extension is completed. Greater freight capacity and reduction in the potential freight delays would make rail a more economical and attractive means of transporting goods than via the highways; ultimately reducing demand for truck transport. A more accurate estimate will be determined after the MIS is completed.

Finally, the \$60 million investment the Commonwealth and NS are making in relieving freight train choke points between Manassas and Front Royal before the start-up of Crescent Corridor intermodal service will benefit the Gainesville-Haymarket extension. This project will install traffic control signaling between Manassas and Front Royal, which includes the segment between Manassas and Haymarket.

**5) Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.**

**H. Type of Project:**

- 1) ☐ New Construction ☐ Rehabilitation ☒ Study
- 2) ☒ Rail Infrastructure ☒ Rail Facility/Station  
☒ Equipment/Rolling Stock ☒ Signals/Communication Equipment
- 3) Other \_\_\_\_\_

**I. Application Scope of Work Covers:**

☐ Entire Project ☒ A Phase of a Multi-Phase Project ☐ Completion Phase

**J. Project Budget Summary (Phase II – Environmental Impact Statement and Preliminary Design):**

Preliminary Service, Engineering, or Feasibility Study	
Environmental Evaluation	<u>\$2,300,000</u>
Design Engineering	<u>\$2,700,000</u>
Right of Way Acquisition	<u>                    </u>
Construction	<u>                    </u>
Construction Management	<u>                    </u>
Lease/Acquisition of Equipment	<u>                    </u>
Public Involvement (if applicable)	<u>                    </u>
Other <u>                                    </u>	<u>                    </u>
Subtotal Project Budget	\$ 5,000,000
Total Project Budget	\$ 5,000,000

**K.** Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

**L.** Rail Enhancement Funds Requested in this Application: \$ 3,500,000  
**Maximum 70% of Total Project Budget. Do not include any previous allocations or future phases.**

**M. Local Match Required by Applicant: \$ 1,500,000**  
**At least a minimum 30% of Total Project Budget**

**If Overmatch, Provide Percentage**

**1) Match Breakdown by Source (Including any in-kind match)**

- a. Provider of Local Match: Prince William County
- b. Status (confirmed/anticipated) - anticipated
- c. Attach justification for value of in-kind match.

**2) Other Funding Sources Beyond Match Requirement**

- a. Provider of Overmatch
- b. Status (confirmed/anticipated)

**N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.**

Following receipt of funding/NTP from Commonwealth:

- 1. Issue and Award Procurement – 3 months
- 2. Environmental Impact Statement Preparation and Review – 24 months (last six months can be overlapped with first 30% of engineering).
- 3. Preliminary Engineering – 16 months

**O. Statement of how this project promotes or does not preclude dual/multi-access use.**

This project will promote and enhance access to the rail line between Manassas and Haymarket for both VRE passengers and NS freight trains. The project will upgrade this portion of the NS mainline to meet standards for high-density freight and passenger service, including double track, signaling and centralized traffic control.

**P. List additional users of rail line, facility, and/or equipment.**  
VRE and Norfolk Southern

**Q. Identify any possible environmental or other issues/concerns within the scope of this project.**

While there are no known, obvious major environmental issues, the MIS will delineate any potential issues.

**Required Attachments:**

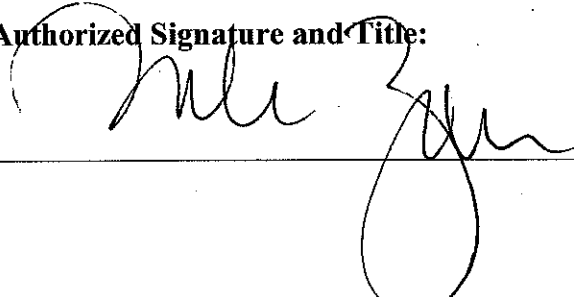
*Application is not complete without items 1-5 completed by the Applicant and submitted with the Application.*

- 1. Attachment A - Project Data Information Form (Provided)**
- 2. Attachment B - Application Checklist (Provided)**
- 3. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D)**
- 4. Certification of Match/% of Match/Documentation of Source of Match Including Defined Match Source (To be provided by Applicant)**
- 5. Certification of Additive Investment (To be provided by Applicant)**
- 6. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.**
- 7. Statement from the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner)**

**Application and Attachment Certification**

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

**Authorized Signature and Title:**

  
\_\_\_\_\_

CEO

Date: 1-31-2008



**Rail Enhancement Fund  
Project Application  
Completed Application Submission Information**

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director  
Virginia Department of Rail and Public Transportation  
1313 East Main Street, Suite 300  
Richmond, VA 23219





**Rail Enhancement Fund  
Project Application**

Internal Use

DRPT Tracking #

**Attachment A  
Project Data Information Form**

Date: 1-31-2008

**Name of Applicant and Project**

Applicant:

Virginia Railway Express (VRE)  
1500 King Street  
Suite 202  
Alexandria, VA 22314

Project:

VRE Gainesville-Haymarket Extension: Phase II – Environmental Impact Statement and Preliminary Design

**General Instructions:** Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

**Terms:**

**Project Cost and Construction Period:** Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

**Demand Characteristics:** This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

**Steady State Demand:** This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

**Project Impact on Travel Distance:** This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

**Demand Characteristics for a 15-year Performance Period:** This term refers to the project output by performance year, which will be utilized to determine the public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

**Attachment A**  
**Form A1 – Project Cost and Construction Period**

**First Year: 2008**

**Last Year: 2011**

Year	Total Project COST	Total DRPT COST
Year 1	\$1,750,000	\$1,225,000
Year 2	\$2,250,000	\$1,575,000
Year 3	\$1,000,000	\$700,000
Year 4		
Year 5		
<b>Total</b>	<b>\$5,000,000</b>	<b>\$3,500,000</b>

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

**Attachment A**  
**Form A4 – Passenger Service – Commuter/VRE**

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual VRE Passengers (Existing)	Passengers/Year	3,386,864 (FY2007)
	Steady State Demand – Additional VRE Passengers	Passengers/Year	775,000
	First Year Number of Additional Passengers	Passengers/Year	465,000
	Number of Years Until Steady State	Number of Years	15

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	VRE Passenger Trip Length (Existing)	Miles	54.1 Fredericksburg Line 35.7 Manassas Line
	VRE Passenger Trip Length (After Project Completion)	Miles	54.1 Fredericksburg Line 46.7 Manassas Line
	VRE Travel Time Per Trip (Existing)	Minutes	81.5 system average 90.2 Fredericksburg Line average 74.4 Manassas Line average
	VRE Travel Time Per Trip (After Project Completion)	Minutes	92.6 system average 90.2 Fredericksburg Line average Est. at 95 minutes Manassas Line average

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

**Attachment A**  
**Form A5 – Demand Characteristics for 15-Year Performance Period**

Performance Year	Performance Value*
1	465,000
2	483,600
3	502,944
4	523,061
5	543,984
6	565,743
7	588,373
8	611,908
9	636,384
10	661,839
14	688,313
12	715,846
13	744,479
14	774,259
15	775,000
Total	9,280,733

\* For Freight Service Projects – car loads or containers per year  
 For Inter-City / Amtrak Passenger Projects – passengers per year  
 For Commuter / VRE Passenger Projects – passengers per year



**Rail Enhancement Fund  
Project Application Checklist  
Attachment B**

Internal Use

DRPT Tracking #

Date: 1-31-08

**Name of Applicant and Project:**

Applicant:

Virginia Railway Express (VRE)  
1500 King Street  
Suite 202  
Alexandria, VA 22314

Project:

VRE Gainesville-Haymarket Extension: Phase II – Preliminary Design

**Checklist for Application**

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ Yes ☐ No

2. Project is an Additive Investment to Virginia.

☒ Yes ☐ No

3. Project provides for, or does not preclude, shared or dual access opportunity.

☒ Yes ☐ No

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☒ Yes ☐ No

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

☐ Yes ☒ No – N/A – this application includes environmental review.

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6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

  X   Yes        No

# PROJECT BUDGET - SCHEDULE OF VALUES

**Program:** Rail Enhancement Fund  
**Agreement:** Virginia Railway Express  
**Grantee:** VRE Gainesville-Haymarket Extension: Phase II – Environmental Impact Statement and Preliminary Design  
**Project:**

Scopes	Description of Work	Quantity	Unit Rate	Contract Value	Total to Date		Previous Total		Total This Period	
					Quantity/ Percentage	Value	Quantity/ Percentage	Value	Quantity/ Percentage	Value
Preliminary	Study*	1 LS	\$ 1,000,000	\$ 1,000,000						
	Surveying	1 LS	\$ -	\$ -						
	Environmental Assessment	1 LS	\$ 2,875,000	\$ 2,875,000						
	Geotechnical	1 LS	\$ -	\$ -						
	Preliminary Engineering	1 LS	\$ 2,125,000	\$ 2,125,000						
	Subtotal			\$ 6,000,000						
Design/Contracting	Final Design	1 LS	\$ -	\$ -						
	Contract Procurement	1 LS	\$ -	\$ -						
	Construction Management	1 LS	\$ -	\$ -						
	Subtotal			\$ -						
	<b>SUBTOTAL DIRECT EXPENSES</b>			\$ 6,000,000						
Contingency	Construction Contingency (Approx. 5%)									
	<b>AGREEMENT TOTAL</b>			\$ 6,000,000						
	Maximum DRPT Participation	70%		\$ 4,200,000						
	Local Match Participation	30%		\$ 1,800,000						

\*Note - previously funded



## Sample Schedule for Notice to Proceed - Planning and Design

## Rail Enhancement Fund

Virginia Railway Express

**Project:**

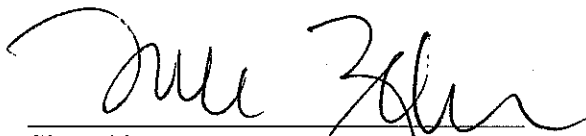
**Updated**

[illegible]

**Certification of Match/%of Match/Documentation of Source of Match (To be provided by Applicant)**

To Whom It May Concern:

I hereby certify that \$1,500,000 or 30 percent, of the cost of the VRE Gainesville-Haymarket Extension: Phase II – Environmental Impact Statement and Preliminary Design project will be covered by local funds. The contributions are currently pledged towards the project.



Signed by

Chief Executive Officer, Virginia Railway Express

Title

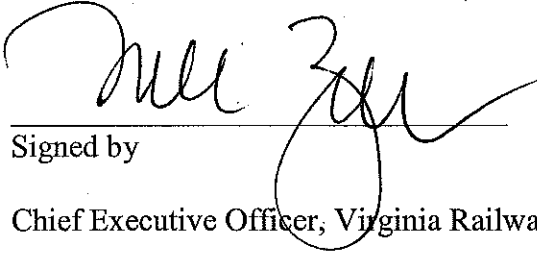
January 31, 2008

Date

## **Certification of Additive Investment**

To Whom It May Concern:

I hereby certify that the VRE Gainesville-Haymarket Extension: Phase II – Environmental Impact Statement and Preliminary Design project would provide an additive investment to the Commonwealth of Virginia's rail system. The project will provide increased capacity for passenger and rail service on the Norfolk Southern B Line.



Signed by

Chief Executive Officer, Virginia Railway Express

Title

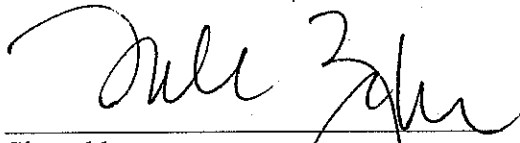
January 31, 2008

Date

**Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.**

To Whom It May Concern:

I hereby certify that the VRE Gainesville-Haymarket Extension: Phase II - Environmental Impact Statement and Preliminary Design project will comply with the Small, Women, and Minority (SWAM) enterprises participation goals established for the Rail Enhancement Fund Program.



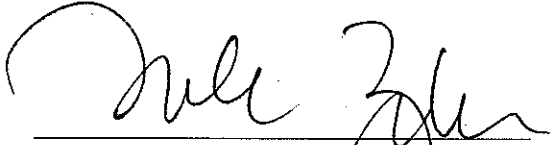
Signed by  
Chief Executive Officer, Virginia Railway Express

1-31-2008  
Date

**Statement from the owner of the facility that acknowledges the Commonwealth will have a Public Interest in Private Facilities impacted by this project**

To Whom It May Concern:

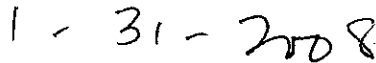
As this application is confined to completion of an Environmental Impact Statement and Preliminary Design, no construction or improvements of private rail facilities will occur.



Signed by



Title



Date